

The Hongkong Telegraph.

WEATHER FORECAST

FAIR.

(ESTABLISHED 1861)
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December 26th, 1911, Temperature a.m. 61, p.m. 60; Humidity...73, 82.

December 25th, 1910, Temperature a.m. 55, 4 p.m., 50; Humidity...50, 41.

No. 8699

號八初月壹拾年三統宣

WEDNESDAY, DECEMBER 27, 1911.

三拜禮 號七廿月式拾英港香

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TELEGRAMS.

THE
REVOLUTION.

NEWS FROM SHANGHAI.

[Service to the "Telegraph."]

Shanghai, Dec. 26.

H.E. Yuan Shih-kai has replied

to H.E. Tang Shao-yi that the

proposals presented by the re-

volutionary representatives at the

Peace Conference are under con-

sideration, and that he has not

yet come to a decision as to the

acceptance of the proposals.

The members of the Constitu-

tional Society in Peking are

reported to be seeking to in-

fluence foreign nations to prevent

the formation of a Chinese

republic.

TELEGRAMS.

THE REVOLUTION.

NO BREACH OF ARMISTICE.

Regarding the breach of arm-

istice, H.E. Yuan Shih-kai has

explained to the Revolutionary

Government that the revolu-

tionaries in Shansi had vacated

Taiyuenfu, and it was no breach

of the armistice for the Im-

perialists to retake the city which

was deserted.—"Shat Po."

The representatives from the

different independent provinces

have elected Chang Hsin to make

preliminary arrangements for the

establishment of a republican

government pro tem.

The Shanghai revolutionaries

for the invasion of Peking have

already arrived at Lakhop in

Kiangsu.

Dr. Sun Yat-sen and Wu Han-

man, former Governor General of

Canton, arrived at Shanghai yester-

day and are staying in the

French Settlement.—"Sheung

Po."

TELEGRAMS.

RUSSIA AND PERSIA.

TROOPS FOR TABRIZ.

[Service to the "Telegraph."]

Bombay, Dec. 27, 7.40 a.m.

Router's correspondent at St.

Petersburg states that a telegram

from the Russian governor of

Julfa announces that three rifle

regiments, three sotnias [com-

panies or squadrons] of Cossacks,

and two mountain batteries are

leaving for Tabriz.

MR. SHUSTER DISMISSED.

[Service to the "Telegraph."]

Via Bombay, Dec. 26, 1.20 p.m.

The Teheran correspondent of

Reuter wires that the Cabinet have

dismissed Mr. Morgan Shuster of his

dismissal. It is reported that at

Shiraz Persian road guards fired on

Indian sowars who were proceeding

to meet the British Consul, killing

one.—(Reuter).

TELEGRAMS.

RUSSIA AND PERSIA.

ALLEGED ATROCITIES.

[Service to the "Telegraph."]

Durban, Dec. 26, 3.30 p.m.

Reuter's correspondent at

Teheran says that telegrams from

the vice-governor of Tabriz re-

present the situation as appalling.

INNOCENTS BUTCHERED.

He says: "I swear before God

that innocent women and children

are being butchered in cold

blood."

Five hundred Persians have

already been killed, and the ark,

the most ancient and the finest

edifice in Persia, has been totally

destroyed.

THE GIFT CIGAR.

It is strange that the cigar

which can be such a sublime

thing, can also be regarded as

the supreme object of ridicule.

People who have never tried to

be funny in their lives will often

break out on the subject of cigars,

and become whimsical and

humorous. Yet, though it is

true that the gift cigar has

been treated from every possible

point of view, there is always

some inspired scribbler who feels

that he has something fresh to

say about this particular form of

philanthropy. To-day we invite

you to consider the gift cigar from

the point of view of a trade paper's

correspondent. "The value of

the gift cigar," one learns, "as a

selling force, lies largely in its in-

strumentality in enabling the

salesman to conceal his wash-

ing bill in his expense account."

There are, moreover, other points

less epigrammatic but more useful,

to be considered. The cigar

offered by the insistent giver

leads you to declare, it would

appear, that you are addicted to

cigarettes, that you habitually

smoke a hookah, that your family

TELEGRAMS.

CRICKET.

M.C.C.'S POOR SHOW.

[Service to the "Telegraph."]

Via Durban, Dec. 26, 2.45 p.m.

Bright and cool weather was the

order when M.C.C. went to the

wickets in their match with fifteen

of Bendigo. There was a fair at-

tendance of spectators, and the

wicket was good. The batting was

disappointing, the tourists being

dismissed for 176, of which Hobbs

made 47. Scott captured four

wickets for 53 runs. Bendigo did

fairly well, and held the advantage

when stumps were drawn, 122 being

on the board with six wickets down.

—(Reuter).

AN EMPEROR'S
ROMANCE.

The First Love of Kaiser William I.

The touching story of the ro-

mantic attachment of the Emperor

William I. to Princess Eliza Rad-

ziwill when he was a young man

and she a girl, and of the obstacles

that arose to prevent their union,

is related in detail in a book just

written by Dr. Bruno Hennig and

published by Messrs. Mittler and

Son, of Berlin. The stern neces-

sities of politics came as a cloud

over these two young royal lovers,

and compelled Prince William—

as he then was—to desert the girl

he loved to contract a union based

on prudence instead of on

personal inclination.

Towards the end of the eight-

eenth century, writes the "Stan-

dard" Berlin correspondent, Prus-

sian had absorbed a portion of the

ancient kingdom of Poland, and

was engaged in the difficult task

—still only imperfectly accom-

plished—of assimilating the con-

quered Poles who regarded their

German masters with repugnance.

How They Met.

The hopes of Prussia in those

days were largely centred in Prince

Antony Radziwill, one of the

Polish magnates, who accepted

Prussian supremacy over his na-

TELEGRAMS.

BOXING.

LANGFORD BEATEN.

[Service to the "Telegraph."]

Via Bombay, Dec. 26, 1.20 p.m.

A wire from Reuter's correspon-

dent at Sydney states that in a box-

ing contest there Sam McVea beat

Sam Langford on points.—(Reuter).

We have received from the

Secretary of the Hongkong Cham-

ber of Commerce copies of cor-

respondence relating to:—"One

Bottom" Law under the Payne

Tariff; Boarding of Incoming

Steamers by Chinese; Erection

of a Light on Kapsing Island;

The Opium Ordinance; Local

Storm Signals in Kowloon Bay;

Public and Bank Holidays; The

Red Symbols in Local Storm

Warnings.

TELEGRAMS.

SPAIN'S WAR.

SERIOUS LOSSES.

[Service to the "Telegraph."]

Via Bombay, Dec. 26, 1.20 p.m.

Reuter's correspondent at Madrid

states that further furious attacks

were made on the Spanish positions

at Melilla, in the Hinterland of

Morocco, on Saturday and Sunday,

the casualties being 17 killed and

41 wounded.—(Reuter).

A telegram to the "Mainichi,"

dated Vienna, December 13, states

that the Bulgarians in Macedonia

are continually planning bomb

outrages against the Mohammed-

dars, and unrest also prevails in

Albania and Armenia. The police

at Constantinople fear that the

Bulgarian bomb-throwers may

extend their activities even to the

Turkish capital.

respective ranks, which constitu-

ted a bar to their marriage. When

Princess Eliza's mother—a Hoh-

enzollern princess—married

Prince Radziwill, her inferior in

birthright, she descended to his

rank, and their children were not

royal princes and princesses,

but merely the descendants of a

Polish noble family, with royal

blood in their veins.

A marriage between Prince

William and Princess Eliza would

thus have been amorganatic union,

and the right of their children to

inherit the Prussian throne would,

according to the "House Laws"

of the Hohenzollern dynasty, have

been open to doubt. The question

was raised whether Princess Eliza

could not be raised to the rank

of "Royal Highness," either by

the King of Prussia or by the

Czar, and the two lovers went

through an anxious time, which

extended into several years, while

this matter remained undecided.

There were long periods of sepa-

ration, due to Prince William's

duties in different parts of the

country, and after a reunion,

following one of them, Princess

Eliza wrote to her friend:—

A Sorrowful Time.

"It was a sad and sorrowful time,

but we found consolation in our

love. We understand each other

perfectly; there is no doubt, no

uncertainty. On the evening be-

pressed her hand in silent

sympathy, and there is no

doubt that the whole Royal

Family fell keenly for the

young Princess. Then followed

three years of total separation.

Finally, Prince William, in 1825,

found another opportunity to visit

Princess Eliza. He was commis-

sioned to accompany a Russian

grand ducal pair on the front-

ier, and his mission accomplished,

he hastened headlong to his sweet-

heart's home in Posen. His first

words as he burst impetuously

into the room were "After three

years—the proof!" Then follow-

ed a week of unalloyed bliss for

the young lovers.

Another Match.

The same year, however, which

witnessed the high tide of their

joy also saw its ebb. The scheme

of elevating Princess Eliza to

royal rank was declared impos-

sible, and another match was

proposed for Prince William. Still,

the faith of the young couple in

each other appeared unbroken,

when in 1826 Prince William

again visited his sweetheart while

on his way to Russia. "Yesterday,"

wrote the Princess, "William was

here, and we lived short, sweet

hours together. To-day there are

already many miles between us."

Prince William had been obli-

gated by what he considered his

duty to the State to desert the girl

of his heart, and in February,

1829, his engagement to Princess

Augusta of Weimar was announced.

Yet once more, however, the

Prince visited Princess Eliza.

Her mother thus described the

scene:—

"He arrived at twelve o'clock

on June 3. I went to meet him.

His emotion was so visible and so

intense that I too lost my self-

control, and it was with feelings

of the greatest distress that I took

him to my room where Eliza was

waiting. I was sorely afraid of the

effect which the meeting would

have upon them both. Yet, as

God willed it, so it happened.

His love strengthened Eliza's

heart. She is now convinced that

William fulfilled the King's wish

out of his strict sense of duty.

She is quieter, than before, and

her sorrow has been softened.

She knows that it was stern neces-

sity and his father's will which

intervened, and not any inhospi-

tality of heart on his part."

Princess Eliza did not live long

Intimations

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Hongkong, 25th October, 1911.

[1452]

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Hongkong, 15th April, 1911.

[1058]

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[1457]

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STEEL RAILWAY WAGONS.The Undersigned have been appointed Sole Agents in
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BUTTERFIELD & SWIRE

Hongkong, 23rd September, 1911.

[1414]

Intimations

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[1452]

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[981]



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Hongkong, 20th Oct., 1911. [1048]

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EXHIBITION!

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into all sorts of extraordinary shapes before these famous MIRRORS, and do
not forget to bring your cameras with you so that you may secure caricatures of
your own portrait.PRICES OF ADMISSION:—Adults 50 Cents. Children 30 Cents.
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Hongkong, 14th Dec., 1911. [512]

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Hongkong, 18th Nov., 1911. [1498]

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AWAY LAIDLAW & CO., LTD.
Entrance from Des Vœux Road.
Electric Lift to all floors, Electric light
throughout. The plan can be seen and
all particulars obtained at the Office of
MESSRS. PALMER & TURNER,
Alexandra Buildings 3rd Floor.
Hongkong, 8th Dec., 1911.OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

Living on Rates and Taxes.

The working man seems to have resolved to make himself comfortable by taxing capital, in plain terms, by looting the accumulations of Queen Victoria's reign and living on the rates and taxes. He thought he would have a short life and a merry one, and his children's teeth; if they had any, would be set on edge. But in England the conditions were almost ideally unfavourable for those who hoped to see a huge population with high wages and short hours. The soil would not support them, and when they ceased to outwork and undersell other nations, there was nothing before the working classes except to emigrate or starve. Of course this out-spokenness on the part of a high ecclesiastic has brought forth much criticism, but Dean Inge is not to be driven from his position. He says he knows it is easier to drift with the stream—a dead dog can do that—but to steer one's own course against the current is more difficult. He holds that the present popular cult of Democracy is nothing but a fetish, and a very silly one at that, in that the mere counting of heads is held to outweigh mental, intellectual and physical attainments.

Daily Press.

The Spirit of Democracy.

Until recent years, China has possessed no real army, and consequently has, except in a few places, had no means in the last resort of enforcing an unpopular law. There can be no doubt, indeed, that this fact, and the change effected with the establishment of a modern army, have contributed largely to the success of the present revolutionary movement. The people become more distrustful of the Throne and Government when they see it providing itself with means for enforcing its more odious commands; hence, a revolutionary manifesto says: "The proper purpose of the army is to oppose foreigners, not to oppress the people. Suppose it began to fight against the people, then it becomes a troop of executioners armed with rifles and cannon." Again the spirit of democracy has manifested itself strongly in the enthusiasm of the people for the pseudo-constitution granted by the Edict of 1907. This seemed to promise them means of taking an active share in the government in addition to the powers of resistance they already possessed. It was when they discovered the barrenness of the institution ("like eating painted cakes," one pamphleteer calls it) that it became certain that a breach with the old regime must come sooner or later.

South China Morning Post.

Legislative Burlesque.

Just as the interests of the builders seem to have been completely ignored, or observe by a civil proxy, so have the architects been excluded from suggestion or advice in matters of them of urgent concern. They were properly "emphatically protested against such arbitrary action." We had thought it usual and obviously advisable to consult experts in the formulation of any regulations affecting either national, professional or private interests. The Hongkong Council apparently have views of their own on the point. At any rate, in this instance, are not aware that they have admitted either builders or architects. A very real grievance is the inevitable consequence. We hope the Council will, tomorrow, try to rescue themselves from a ludicrous position of their own creation. The Unofficial Members have a clear duty to perform. And whilst the P. W. D. again figures in the limelight, it would not be altogether inappropriate to ask if anything more is to be heard of the proposal that there should be a Commission of Inquiry into its workings.

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Hongkong, 11th November, 1910.

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Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 27, 1911.

CINEMA POSSIBILITIES.

A visit to a cinematograph theatre the other evening suggested certain thoughts regarding this popular form of entertainment. Setting aside purely private entertaining, the several cinematograph halls in Hongkong are very largely responsible for the amusement of Hongkong. The wide, general question, then, of whether the utmost is made of the cinematograph has a particular local interest. One must admit the fine attractiveness of many of the pictures thrown upon the screen. It rises to quite remarkable heights at times. And because it rises so high, because the possibilities of the camera for entertainment have been thus displayed, one regrets that the most is not made of it as a purveyor of profitable entertainment. It is possible to sit through a two hours' feast of moving pictures and leave it without a single view being remembered or a single worthy thought having been inspired.

There is too much over-acted sentiment in some pictures, too much sensationalism in others and too much that is artificial in many cases where realism is affected. Now, the camera can present real life quite as easily as trumpery theatricalities or faked realities; and we are bound to say that a more worthy use might be made of the cinematograph. Who is to blame? Not the managers, we make bold to say, for most of them do their utmost to secure sound pictures that are at once entertaining and intellectually profitable. They know that a picture of an interesting current happening will win more attention and applause than the most pathetically sentimental of stories. But the supply of such pictures is limited and they are forced to do the best they can with the fare provided.

It must not be supposed that one would bar all humorous pictures, or all films which reel off a pretty, human story, with a moral no doubt. But we believe the public desires to see these pictures occupy only a fair part of a well-balanced programme. The manufactured realism should be barred entirely. There are plenty of actual and interesting happenings to chronicle without faking them. The fault lies with the makers of films, especially with British makers who have entered only half-heartedly into a profitable business and allowed the market to be flooded with trashy pictures. If British manufacturers would wake up, managers of cinematograph theatres could be trusted to support them by securing only sound, healthy pictures. Our remarks, it may be well to add, have a purely general application. They apply not more to Hongkong than to Brixton. They apply less, indeed, for here in Hongkong the programmes are most admirably arranged considering the general quality of the films on the market. But they could be better; and no doubt the proprietors of local theatres know it. The fault lies not with them.

DAY BY DAY.

The benefit of a holiday is a kind of deferred payment. At first it is not appreciated owing to the difficulty of picking up the threads of work, which were laid down, and drawing them to the proper tautness.

The theft of a ricksha has been reported from West Point.

For concealing a case of smallpox in a house in Queen's Road a Chinese was fined \$25 this morning at the Magistracy by Mr. Melbourne.

On Sunday a collision occurred off Cape D'Aguilla between two junks, one of which became water-logged. Two of the crew are reported missing. They are supposed to have been drowned.

A Chinese has been admitted to the Government Civil Hospital suffering from injuries received through being knocked down by a tram car in Des Voeux Road Central.

A Chinese, who says that he is a student, has reported to the police that recently he went for a ride in a ricksha, taking with him a bag in which was a quantity of valuables, totalling somewhere about \$3,000. He thinks that he must have left the bag in the ricksha.

A Chinese constable recently made the arrest of a man, who snatched a diamond earring valued at \$400 from the ear of a Chinese lady. Fortunately the ornament was recovered and the thief has been sentenced to three months' hard labour, four hours' stocks, and twenty-four strokes of the cat.

The Yokohama Office of the C. P. R. received a wireless message from the R.M.S.S. Empress of India, sent at 9 p.m., on Sunday, December 24, when the vessel was 1,350 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama at 6 a.m., on Friday the 29th instant.

A Vladivostok telegram to the "Japan Times," dated the 12th instant, says that the telegraphic system of Mongolia is destroyed and the communication between Irkutsk and Peking is completely cut. A company of the Russian frontier garrison, at the call of the people, has been dispatched to Kyakhtsin-mienlin, where Manchus and Mongolians are fighting.

Japanese papers report that the practical tests conducted on the grounds of the Rifle Association at Omori of the bullet-proof coat invented by a Mr. Chiba Chosaku gave satisfactory results. In the tests a military infantry rifle was used and shots fired at a range of 130 metres left no visible mark on the coat, while shots fired at closer range also rebounded, leaving a slight mark. The coat is said to be made of two thin layers of steel with a piece of leather and silk wadding between them and to resemble in shape the breast plate used in Japanese fencing. A coat is said to weigh about ten pounds.

The Colony's Health.

The return of the Medical Officer of Health for the week ended Dec. 23 states that two cases, one fatal, of bubonic plague, occurred; and eleven cases of smallpox, nine of which were fatal. Also there were two cases of enteric fever and two of diphtheria, one of which was fatal.

The Bijou.

Bright and brisk is the entertainment being provided at the Bijou Theatre. Miss Eileen Murray appears in new and catchy songs, while the pictures thrown on the screen are of the usual high standard of excellence maintained by the management. Pathé Freres' Animated Gazette is highly instructive and entertaining.

The annual report of the Municipal Board of the City of Manila states that the income for 1911 is P.4,716,798.

The Japanese men-of-war in Chinese waters now number twenty-six, with a total displacement of 34,923 tons.

Another case of dumping has been reported; the body of a young girl who apparently died from smallpox, being found in Wyndham Street.

Householders would do well to keep a watchful eye on the electric bulbs over their doors, for cases have been reported of these having been stolen.

A Seoul despatch states that the total revenue from inland taxes in Korea up to the end of last month amounted to Yen 1,340,000, an increase of 173 per cent. on the figures for the corresponding period of last year.

At the Marine Court this morning before Commander Beckwith, R.N., A. F. Allen, chief officer of the s.s. Huilow, charged Wong Leung-cook and Tsai Nang-cook with assaulting him on board his ship. The prisoners were remanded for a week, bail being allowed in \$250 each.

The Independent News Agency reports that it is proposed to inaugurate a new shipping company to be called the Nanyo Kisen Kaisha (South Sea Steamship Co.) with a capital of Yen 3,000,000. Osaka financiers are interesting themselves in the matter.

We have received from Messrs Bradley & Co., the 24th annual report of the Manufacturers' Life Insurance Co. During the year ended Dec. 30, 1910 the insurances received and issued amounted to \$2,019,005-14-7. The net premium was £498,259-7-2, an increase over 1909 of £20,224-18-5. The assets amounted to \$2,071,401-16-10, an increase of £279,301-0-9.

A New York telegram to the "Asahi," dated the 13th instant, states that in the Carnegie Hall in that city a public meeting was held under the auspices of the Peace Society and was attended by about a thousand persons. After the delivery of a few speeches, including one by ex-Secretary Root, Dr. Butler, the President, spoke on the benefits of the Anglo-American Arbitration Treaty. He said that the measure must be passed by all means during this year's session of Congress, and he moved a resolution to that effect. This was the signal for an indescribable tumult, which was continued for two hours. The other speakers were unable to make themselves heard, and the meeting broke up in disorder.

SUN YAT-SEN.

An Alleged Plot.

There is a story current among the Chinese in Singapore that is sensational but not beyond the bounds of possibility, says the "Straits Times." It is said that some agents of the Imperial Chinese Government had made actual preparations for the assassination of Dr. Sun Yat-sen as he was passing through Singapore last Friday. The story is circumstantial to the extent that a Chinaman had been paid \$500 down by a firm of local goldsmiths, with a promise of a further \$200,000 if he succeeded in killing the arch-reformer. What, ever its truth, the story reached the ears of Dr. Sun's friends before he arrived, and his prospective movements were not made known until the Devanah arrived here. Up till that moment only a limited circle of people knew that Dr. Sun would spend the night at the house of Mr. Tan Boo Liat. The force of detectives allotted to the work of guarding the house and the person of Dr. Sun were given very strict instructions and happily their precautions were successful.

THE CLEVELAND ARRIVALS.

Tourists in Hongkong.

As reported yesterday the s.s. Cleveland, with 500 tourists on board, arrived in Hongkong from Manila, on her way to San Francisco. The vessel is running round the world with these tourists. Yesterday afternoon special cars traversed the whole length of the tramway system from Kennedy Town to Shaikwan, filled to the uttermost with the visitors, who listened to the information of the guides riding on the footboard. Others preferring rather to "do" Hongkong by themselves rode in rickshas or chairs, while quite a few went about on foot. A number of the passengers stayed at the Hongkong Hotel last evening, but the majority stayed on board the ship, which was picked out from stem to stern with electric bulbs. Today and to-morrow parties of visitors will go sight seeing to Canton.

Arrangements at Canton.

Our Canton correspondent writes:—The Army Co-operative Association held a meeting yesterday (December 25) in connection with the proposed visit of the Cleveland tourists. It was decided to extend a welcome to them, as America was the first country to become a republic. The commanders of the revolutionary troops have been ordered to instruct the latter to behave in an orderly manner and not to cause any inconvenience to the tourists. Should the tourists visit the revolutionary barracks the soldiers are to be civil.

GOVERNMENT HOUSE.

Mr. Beilby Alston, of the Foreign Office, is staying at Government House.

There will be an official dinner at Government House to-morrow night, to which the following have been invited:—Dr. & Mrs. Atkinson, Mr. Gompertz, Mr. and Mrs. Hallifax, Sir Paul Chater, Mr. and Mrs. Ross, Mr. and Miss Barnard, Mr. and Mrs. Pollock, Mrs. Reiss and Mr. and Miss Reiss, Mr. and Mrs. Cameron, Mr. and Mrs. Reynolds, Major Morgan, Commander and Mrs. Gregory, Mr. and Mrs. Inglis, Commodore and Mrs. Eyres and the Misses Eyres, Mr. and Mrs. Barton, Mr. and Mrs. Montague Ede, Mr. and Mrs. Robert, Mr. L. G. Bird, Mr. J. M. Book, Mr. and Mrs. Craddock, Mr. and Mrs. Denison, Dr. Fitzwilliams, Mr. and Mrs. Andrew Forbes, Dr. and Mrs. Montagu Harston, Mr. and Mrs. Scott Harston, Mr. and Mrs. Patterson, Mr. and Mrs. Hutton Potts, Mrs. Swire, Mr. Swire, Mr. Young, Rev. Father Lynch, Mr. Stephenson-Jellie, Mr. Badoley, Mr. and Mrs. Lindell, Captain Agg and Mr. Carter.

"AFFINITY STORMS."

Upton Sinclair's Divorce.

A New York telegram dated Dec. 3, says:—A divorce yesterday procured a divorce yesterday on the ground that his wife had been guilty of misconduct with Harry Kemp, known throughout America as the "mendicant poet."

The misconduct began while the two lived in Mr. Sinclair's Socialist colony at Arden, Dal. Mrs. Sinclair, like her husband, wrote a great deal about "affinities" and "soul mates," and she told the reporters when she came to New York with Kemp that she would not oppose the divorce. In court, however, the woman's counsel urged that the divorce petition should be dismissed on the novel ground that the husband had not exerted himself to protect his wife "against her own inclinations," to which the judge replied: "The only weapon a husband is permitted to use in this enlightened age is moral suasion, a weapon of but little effect in these days of barometric depression in the marital other, occasioned by so-called affinity storms."

Mr. Sinclair admitted that he had forgiven his wife for other marital derelictions.

RECKLESS BEHAVIOUR.

At the Magistracy this morning, a ship's fireman was charged before Mr. Irving with having recklessly discharged a revolver and causing bodily harm to a Chinese girl, and also with having arms in his possession, without having the necessary licence.

The defendant pleaded guilty to both counts.

It was explained by the police that the defendant was examining the weapon in a house in Wanchoi, when it suddenly went off. The bullet hit the floor and ricocheted, slightly injuring the foot of the girl who was near by.

Defendant, asked what he had got to say, informed his Worship that he had since thrown the revolver away, and that he had never had one before in his life.

The Magistrate, in fining the man \$1, on the first charge, and cautioning him on the second, ordered the man to pay the girl \$4 compensation and remarked that had he killed her he would have been sentenced to a long term of imprisonment.

NEW "STREET INDEX"

The new edition—the sixth—of the "Street Index" to Victoria, Kowloon, and the smaller places around, is to hand. As compiler of this useful volume of reference, Mr. Arthur Chapman, Government Assessor, is to be congratulated on his industry. The labour that goes to the making of such a volume, the care necessary to make it complete and accurate, cannot be stated in terms which shall be sufficient and yet exact. Like the Lady Jane, in "Patience," the volume grows in size.

Stouter than I used to be, Still more corpulent grow I, There will be too much of me, In the coming by and by. But that will be neither next year nor the year after. The "Street Index" is hardly the kind of literature one would choose to while away a tedious hour or two; but it is a useful and accurate reference book which wise business men, not to mention other classes of people, will keep handily near their desk.

CANTON NEWS.

["Telegraph" Correspondent.] Canton, Dec. 26.

Mr. Chan, acting Governor-General, assumed office on Sunday and duly informed the Consular Body of his election.

Dr. Sun Yat-sen has written to Field Marshal Lung Chai-kwong thanking him for his services during the change of government in Canton. He also expressed his regret at not meeting the Field Marshal. Dr. Sun urged him to take his troops to Shanghai as soon as peace was restored in Kiochow and Linchow. Lung replied that he had only 5,000 men and if his services were wanted he would require funds for recruiting several divisions of troops.

HONGKONG VOLUNTEER RESERVES.

Monthly Cup Shoot.

The following are the results of the 2nd monthly cup shoot which took place at the King's Park Range (500 yards) on Saturday and Sunday, the 23rd and 24th instant.

Class A.		
Mr. Gibson	31 pl. 4 eq.	35
" Dobb	30 " 5 " 36	
" Hearl	33 " 1 " 34	
" Watson	32 " 2 " 34	
" Calvert	31 " 2 " 33	
" R. Stewart	32 Ser.	32
" L. G. Bird	30 pl. 1 eq.	31
" Hamilton	30 " 1 " 31	
" R. F. O. Bird	28 " 2 " 30	
" Jackson	25 " 4 " 29	
" Simpson	20 Ser.	20
" Dean	20 " 20	
" Oliver	26 pl. 3 eq.	29
" W. J. May	25 " 4 " 29	
" J. F. Miller	22 " 5 " 27	
" Franklin	17 " 4 " 21	
Class B.		
Mr. Hutchings	28 pl. 7 eq.	35
" G. H. May	27 " 10 " 37	
" G. H. May	24 " 10 " 34	
" Mr. Knight	20 " 4 " 32	
" Lyon	25 " 8 " 33	
" Jaffe	13 " 10 " 23	

NOTES AND COMMENTS.

A Canton Danger.

The people of Canton it may be assumed are anxious to stand well in the estimation of foreigners. They should, therefore, guard against a tendency which is becoming noticeable—to pay great honours to men whose chief claim to notoriety consists in having been concerned in attempts to assassinate Manchus. The assassin by the great majority of civilized people is held in abhorrence, and it will certainly not enhance the prestige of the Cantonese people if it becomes the custom particularly to honour men who were murderers by intention if not by act.

A Dull Day.

This is one of those nice slack days, following the holidays, when there is little or nothing doing. Even the tireless Reuters finds it impossible to come anywhere near his usual standard. But the paper must come out, all the same, and because the holiday season is a dull season, the journalist dislikes it. In London, for instance, August and September are dull months, and the sea serpent, the giant gooseberry, and the double-yoked egg become of some account. By the way, (this is frank filling-up; but let that pass) if ever you have a double-yoked egg to show an editor, seize upon a dead season. Otherwise his sentiments may be those of a certain well-known literary man who was also the editor of a Scottish newspaper. One day a country reader called with a double-yoked, or "trouble-yoked," egg in a cup. He managed his way into the editor's room. That gentleman was terribly busy and did not hear the intruder's coughs. The man with the cup slowly advanced to the desk, and a horrified editor found a cup and an egg under his eyes—and nose. There was no overlooking the wonder; it forced itself violently into his consciousness. He leapt from his chair and an astonished agriculturalist who had carried the wonderful egg for many miles with tender care, received not praise but a peremptory order to "Take it to—out of this!"

Philippines and Independence.

The Philippines have always expected that when the Democrats held political power in the United States, their aspirations for independence would receive more sympathetic attention. This belief seems to be borne out by the resolution presented to the House of Representatives by Mr. Jones, Chairman of the Committee on Insular Affairs. We published this resolution yesterday. In effect it proposes to give the Philippines independence in ten years, provide the Filipino people are fit for it. The "Vanguard," a Filipino paper published at Manila, jubilant over the resolution and hails Mr. Jones as the "fervent defender of the Filipino people." To this the "Manila Times" responds:—

Favourable critics of the Jones resolution, like the Vanguardia editorial writer, are blinded by their own zeal to the cold-bloodedness of the motives of the Chairman of the Insular Affairs Committee. He (Mr. Jones) would scuttle the Philippine ship and leave these islands to navigate the troubled seas of Orient and world politics without the aid of American power. American guarantees and neutralization of the Philippines are not provided for, in other words the United States is to rid itself of a white elephant, free itself from its international responsibilities, violate the pledge it made to the world when it assumed sovereignty here, and launch a new nation whose capabilities are still untried and whose strength is dubious. Surely the most ardent advocate of the independence propaganda will not favour such a disposition of these islands. Surely no American who espouses such a heartless solution of the Philippine problem deserves a word of praise from the Filipino people. He is of those soulless politicians who would rid the United States of the cares of these islands without regard to the consequences to their people. Whatever views one may hold about the independence of the Philippines, he cannot believe that such a plan is feasible. It will be disastrous alike to the Philippines and to the ethical ideals of the American people.

DEAD—AND FORGOTTEN.

The Cemetery at Stanley.

The walk to Stanley is undoubtedly one of the most attractive available to residents. There is very little to see there, however, when once one has arrived unless it is the remains of the military erections—remnants of the early history of the Colony, or the little cemetery on the hill overlooking the spot where the dead inmates spent the latter years of their lives, laying the foundations of what, in the short space of seventy years, has become a thriving British Colony.

It was this "God's acre" that interested the writer, for when in England he was asked to try and find a certain grave, by old people who had a relation buried there. The promise was nearly forgotten till opportunity brought a reminder, and on Christmas Eve he passed by many a "mouldering heap" covering the narrow cells in which lay long forgotten compatriots, in search of a grave marked by a tombstone which, however, could not be found.

Were Stanley near Hongkong, were it in a place readily accessible to the average pedestrian, the writer ventures to think that the military cemetery would not present such a woeful sight as it does.

Entrance for the casual visitor is not through the gate, for that is locked; the only means of entry is to climb over the wall, with a slight drop into the long, rank grass that covers the entire area so shut in. Above the grass rises grey, weather-beaten tombstones covered with the fungus that marks all decay, discoloured, leaning this way and that as in centuries-old country churchyards where the visitation of time has wrought damage in spite of the solicitous care of sextons and relations. All had not head stones; some just bricked-in mounds, or flat concreted slabs, broken here and there; in some cases showing signs of remote attention when cracks and crevices had, at one time or other, been plastered up by some careful hand.

Once a path ran down the centre of this abode of the dead, for a channelling, constructed from the gate way, still exists, though grass nearly covers the space between and hides the ruts that the waters of many storms have carved out. Still a path there was, and amid the general neglect and decay may be found signs that at one time a well-tended resting place existed where now is every indication of careless forgetfulness.

Coming back to the head stones—marks of affection and remembrance—their condition is appalling. The broken-in mounds had earthenware tablets, inscribed in black, with the name and epitaph of the buried dead. These cannot be read now; an indistinct mark or two still remains, but that is all. Equally illegible are the names on the grey sentinels that are more apparent to the casual observer. The inscriptions are there, but no ordinary eye can see them; they have to be traced with the fingers. By such a means the writer spelled out the names of one or two. Those who rest in the almost forgotten graveyard are our military dead, who lived that we might reap the fruits of their sowing, and who, in death, are forgotten, unremembered and unsung. Had they fallen on the field of battle, had they performed some heroic deed, that could call for epic and eulogy, neglect would not have been their portion in death. They simply did the spade work of Empire and have received the reward of the majority in this world. They have been forgotten. As it stands, the burial place at Stanley is no credit to the British authorities, and the sooner this garden of sleep is placed in proper condition the better, for it is now an example of how soon the public and authority alike can forget. The writer hears that the military authorities contemplate doing something—a general cleaning up and the erection of an obelisk, and all he can say is, "Let it be soon."

SPORT.

The Two-Days' Cricket Match.

The Christmas cricket fixture, in which the Hongkong Cricket Club met the United Services in a two-days' match, ended yesterday in a draw, though on the first innings the latter won. The honours of the match fell to Capt. Crawford, who played a fine game for 120 runs, while Lee, Corpl. Dempsey, 68, A. R. Sutherland, 62, and H. Hancock, 50, also did well. The best bowling average was that of Bagnall, who took, in both innings, five wickets for 36 runs. The scores were as follows:—

Hongkong C.C.—First Innings.	
T. E. Pearce, c Hughes, b White	33
A. C. E. Elborough, c Annaheim, b Ward	5
M. M. Mans, c Whitehead, b White	8
R. O. Hutchinson, b Annaheim	11
E. A. S. Fowler, l. b. w., b White	0
R. P. Thurstfield, run out	13
H. Hancock, not out	50
R. E. O. Bird, c Ward, b Dempsey	6
A. R. Sutherland, c Bagnall, b Dempsey	25
A. P. Dashwood, b Bagnall	4
D. E. Donnelly, b Bagnall	8
Extras	8
Total	163

Second Innings.	
A. C. E. Elborough, c Annaheim, b Bagnall	30
M. M. Mans, c Ward, b Annaheim	11
R. P. Thurstfield, c and b Bagnall	3
T. E. Pearce, b Annaheim	15
R. O. Hutchinson, st. Hagger, b Hamilton	16
H. Hancock, b Hamilton	7
E. A. S. Fowler, b Hamilton	11
R. E. O. Bird, run out	2
A. R. Sutherland, not out	62
A. P. Dashwood, c and b Annaheim	36
D. E. Donnelly, c Hamilton, b Annaheim	0
Extras	24
Total	217

United Services—First Innings.	
Capt. R. D. Crawford, c Elborough, b Thurstfield	120
Lee, Corpl. Dempsey, c Thurstfield, b Mans	66
E. C. Annaheim, c Mans, b Elborough	31
Lieut. Whitehead, b Bird	1
Capt. H. K. Hughes, c H. Hancock, b Fowler	15
Capt. D. Clapham, c and b Thurstfield	11
Col. Hamilton, c and b Bird	17
W. A. Hagger, b Bird	2
H. C. Bagnall, b Fowler	2
A. G. White, b Fowler	0
Commander Ward, not out	0
Extras	12
Total	277

Second Innings.	
Capt. H. K. Hughes, c Pearce, b Bird	3
Lieut. Whitehead, run out	38
Lieut. Bagnall, c Pearce, b Bird	1
Capt. Clapham, c Dashwood, b Fowler	3
E. C. Annaheim, run out	21
Capt. Crawford, l. b. w., b Bird	0
Lee, Corpl. Dempsey, not out	14
Col. Hamilton, c Elborough, b Donnelly	1
W. A. Hagger, b Bird	5
A. G. White, not out	5
Extras	2
Total (for eight wickets)	93

TEST CRICKET.

Avoiding Misunderstanding.

The following is from the Sydney "Evening News":—"During the tour of an English team in Australia there was trouble in connection with the rolling of the wicket, and other details verbally agreed upon by the captains. In order to avoid any chances of a misunderstanding with the present English combination, an agreement has been signed by Messrs. Warner and Hill, representing the Marylebone Club's team and Australia respectively with regard to various matters not covered by the rules of cricket. The agreement is as follows:—

State Matches.

The two captains shall decide before commencement of any

match (except test matches) up to what time on the fifth day play shall be continued if necessary.

In matches in which England plays against odds, not more than 13 on a side shall bat, nor in any case shall more than 11 men field.

Test Matches.

Appointment of Umpires.—1. If captains can mutually agree, two umpires shall be appointed by them for each test match.

2. If captains can mutually agree upon one umpire only, then the second umpire shall be selected as per clause 3, the captains mutually agreeing how many names up to six shall be placed in the hat, and the umpire whose name is first drawn shall act with the umpire mutually selected.

3. If captains do not agree, as in one or two, then the names of six umpires, to be mutually nominated by the two captains, shall be placed in a hat, and the two umpires whose names are first drawn out shall umpire in the test match.

The Follow-On.—In the event of the side that bats first being 200 runs ahead in the first innings, they shall have the option of batting or fielding next, as they may decide.

Boundaries.—The batsman shall not be caught out by a fieldman if the fieldman is at the time touching the asphalt track surrounding the playing ground. Such a hit would, of course, being a boundary hit, count four runs.

Hits over the ropes or pickets placed as in interstate matches shall count six runs.

New Ball.—The fielding side may demand a new ball every 200 runs. In the event of the umpires deciding owing to the ball then in use being unfit to be played with, they shall have power to allow a new ball to be used at any time they are unanimous on this point.

Rolling the Wicket.—In the event of the rain during the day, the ground man shall cause the wicket to be swept and rolled for not more than 10 minutes after the close of that day's play at any time that night up to 12 o'clock midnight, whenever he is of opinion that such rolling will improve the wicket, and he will use such a roller, after consultation with the two captains, as they think best calculated to produce that effect.

This sweeping and rolling shall not affect the right to sweep and roll provided for in law of the M.C.C. rules.

Exchanging Teams.—The two captains before tossing will give each other lists of the eleven selected by them to play in the match, together with the emergency fieldman, and that having done so no alteration will be made in either eleven or emergency player without the consent of the opposing captain.

Cutting the Grass.—All the playing ground, except the pitch, shall be cut with the mowing machine every day of the match (except Sundays) between 8 a.m. and 11 a.m.

Fitness of Wicket for Play.—The two captains shall decide as to the fitness of the wicket for play. If they disagree the decision of the two umpires shall be final.

Time of starting and drawing stumps shall be regulated by the clock on the ground.

Hours of Play.—The play on each day shall start at 12 noon. The luncheon interval to be from 1.30 to 2.15 p.m. The interval to be from 4 to 4.15 p.m. Play to cease each day at 6 p.m. In the event of a wicket falling within five minutes of any interval play to cease until after the interval.

If any innings is completed within 15 minutes of any adjournment, play shall not restart until after the adjournment.

Tea Interval.—If an innings is completed after the luncheon interval, and before 3 p.m., then there will be the usual tea interval, but if any innings is completed after 3 p.m. then there shall be no tea interval.

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Supply the high st quality Wines, Spirits, Cigars and Cigar. etc. obtainable, only with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 7th 1911.

VON RIEGEN'S PATENT

FIRE BRIDGE BARS.

COST OF INSULATION QUICKLY ABSORBED BY ECONOMY IN FUEL EFFECTED.

FOR FULL INFORMATION AND PARTICULARS APPLY TO THE UNITED ASBESTOS ORIENTAL AGENCY, LD.,

SOLE AGENTS.

OR TO CH. WITZKE, SUB-AGENT.

Hongkong, December 7th, 1911.

To-day's Advertisements

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mungana.)

THE Steamship

"LIGHTNING," Captain E. P. Smith, will be despatched for the above ports on SATURDAY, the 30th instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LD.

Agents.

Hongkong, 27th Dec., 1911. [1563]

AMERICAN & MANOHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KIOTO"

Captain J. A. Smith, having arrived from the above Port, Consignees of Goods are hereby informed that their goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, 2nd Jan., 1912, at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Jan., 1912, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN TOMES & CO.,

Agents.

Hongkong, 27th Dec., 1911. [1564]

To Sail

CHINESE ENGINEERING

and

MINING COMPANY, LTD.

CANTON-HONGKONG-TIENTSIN LINE.

THE Steamship

"ONSANG"

will sail on or about the 27th Dec., 1911, taking cargo for Tientsin, via Chin-Wang-Tao.

For Freight and Passage apply to

THE CHINESE ENGINEERING & MINING CO., LTD.

Queen's Buildings.

DODWELL & CO., LTD.

Agents.

Hongkong, 19th Dec., 1911. [1289]

Regular Steamship Service

to New York,

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(With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON & NEW YORK:

S.S. "DAORE" (Sailing on or

CASTLE" about 12th Jan. '12)

For Freight and further information, apply to:

DODWELL & CO., LTD.

Agents.

Hongkong, 27th Dec., 1911. [1444]

MILK FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.



If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO.



One penny a pint!

E. C. Wilks, M.I.Mech., E.A.M.N.A., Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Landships.

ALBION BUILDINGS, 2nd Floor.

Hongkong, 1st May 1911.

HONGKONG AND CHINA GAS

CO., LD.

NOTICE.

ON and from the 1st January, 1912,

the price of Gas to the public will be REDUCED to \$2.00 per 1,000 cubic feet.

By Order of the Directors,

GEORGE CURRY,

Local Secretary.

Hongkong, 7th Nov., 1911. [1476]

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BEER

SAPPORO

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FROM WINE DEALERS

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

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Offers will be received by the

Management for the purchase as a

going concern, of the "HONG-

KONG TELEGRAPH"

Hongkong, Nov. 16, 1911.

G. FALCONER & Co., Ltd.,

WATCHMAKERS & JEWELLERS.

LARGE SELECTION ENGLISH SILVERWARE

COMPRISING PRESENTATION

PLATE, BOWLS, RACE CUPS, etc.

ALWAYS IN STOCK.

INSPECTION INVITED.

A choice selection of Xmas Goods have arrived.

AMSTEL

PASTEURISED BEER.

From the renowned Amstel Lager Beer

Brewery, Amsterdam, Holland.

Amstel Beer, being specially pasteurised

for use in Tropical Countries, has

proved to give greater satisfaction

than any other Pilsener Beer on the

Market. Supplied to the Royal

House of Holland since 1894.

SOLE AGENTS—

H. PRICE & CO., LTD.,

12, Queen's Road Central,

HONGKONG

Tel. No. 135.

Hongkong, 22nd December, 1911.

Shipping—Steamers

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
Connecting with Royal Mail Atlantic Steamers.
(Subject to alteration.)

From Hongkong	From St. John, N.B.
"MONTEAGLE".....Satur., Dec. 30, 1912	"EMPEROR OF IRELAND".....Fri., Feb. 23, 1912
"EMPEROR OF INDIA".....Satur., Jan. 27, 1913	"EMPEROR OF IRELAND".....Fri., Mar. 22, 1913
"EMPEROR OF JAPAN".....Satur., Feb. 24, 1913	

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.
Steamers will depart from Hongkong at 7 a.m.
Each Trans-Pacific "Emperor" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Emperors of Britain" and "Emperors of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-
Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop-over privileges at the various points of interest en route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (Carried Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port.....£48
Via New York.....£45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO. LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI.....KUNSHING	.....Wed., 27th Dec., 8 p.m.	
SINGAPORE, PENANG, & CALCUTTA.....KUTSANG	.....Thursday, 28th Dec., 3 p.m.	
SHANGHAI, KOBÉ & MOJI.....FOOKSANG	.....Friday, 29th Dec., Noon.	
SANDAKAN.....MAISANG	.....Saturday, 30th Dec., Noon.	
MANILA.....LOONGSANG	.....Saturday, 30th Dec., 2 p.m.	
MANILA.....WINGSANG	.....Saturday, 30th Dec., 2 p.m.	

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea), and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chelco, Tientsin and Yenchow.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 22nd December, 1911. [8]

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE AND PORTLAND (Or.) via
SHANGHAI AND JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"RYGJA".....			December 20th.
"SUVERIO".....			January 9th.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.
These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Ports.
For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780.
Hongkong, 14th December, 1911. [805]

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO".....3,000 tons.....to be despatched end Dec.
S.S. "KATANGA".....5,600 ".....to follow

and regularly thereafter.

For rates Freight or Passage, apply to

THE BANK LINE, LIMITED.

Managing Agents.

Head Office, 4th Avenue, 1911 [1211]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SOERABAYA & PORT SAID.....	KITANO MARU, Capt. F. E. Cope, T. 9,000 IYO MARU, Capt. R. Takoda, T. 7,000	WEDNESDAY, 8th Jan., at Daylight. WEDNESDAY, 17th Jan., at Daylight.
VICTORIA, B.O., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, CHUO, & YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, T. 7,000 AWA MARU, Capt. T. Iizawa, T. 7,000	TUESDAY, 2nd Jan., at Noon. TUESDAY, 30th Jan., at Noon.
VICTORIA, B.O., & SEATTLE.....	KAMAKURA MARU, Capt. B. Kon, T. 7,000	SATURDAY, 30th Dec., from KOBÉ
SYDNEY & MELBOURNE via MANILA, TRINIDAD, ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, T. 5,000 YAWATA MARU, Capt. T. Sekino, T. 5,000	FRIDAY, 19th Jan., at Noon. FRIDAY, 16th Feb., at Noon.
KOBÉ & YOKOHAMA.....	TANGO MARU, Capt. K. Kawara, T. 5,000	THURSDAY, 4th Jan., at 11 a.m.
NAGASAKI, KOBÉ & YOKOHAMA.....	YAWATA MARU, Capt. T. Sekino, T. 5,000	WEDNESDAY, 17th Jan., at Noon.
SHANGHAI, MOJI & KOBÉ.....	TOSA MARU, Capt. Sato, T. 6,000	WEDNESDAY, 3rd Jan.

† Fitted with new system of wireless telegraphy. Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBÉ and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

"HIROSHIMA MARU".....Tons 4,000.....Capt. Hirose, Dec. 30th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. J. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
BISHIMA MARU	9,000	A. C. Mosses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	5,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tominaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Iizawa	April 26th.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chate Road.

T. KUSUMOTO,
Manager. [5]

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
AMOI, NINGPO & SHANGHAI.....	"KWANGSE".....	28th Dec. 4 p.m.
SHANGHAI.....	"CHENAN".....	29th " 4 p.m.
HAIPHONG.....	"SUNGKIANG".....	30th " 10 a.m.
SHANGHAI.....	"LINAN".....	30th " M'night.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—Twin crew Steamers "Tea" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Ansei, Chonan, Linan, Chinkwa), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray P. at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.

Hongkong, 27th December, 1911. [5]

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

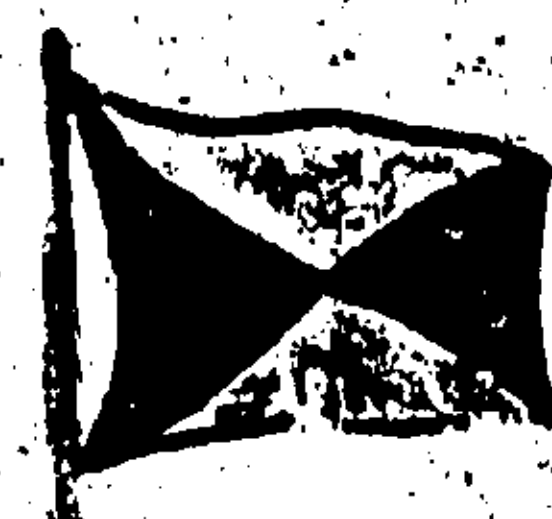
Next Sailings from Hongkong:

OUTWARD	HOMEWARD
For Shanghai, Kobe & Yokohama:	For Havre, R'dam Hamburg & Ant.:
S.S. Sillesia.....1st Jan.	S.S. "Brasil".....7th Jan.
" Ambria.....15th Jan.	For Havre, Bremen & Hamburg:
" Goldfels.....27th Jan.	S.S. "Dortmund".....15th Jan.
" Suoria.....30th Jan.	For Marseilles, Havre & Hamburg:
" F. Buchow.....20th Feb.	S.S. "Sogovia".....23rd Jan.
" Belgravia.....1st Mar.	For Havre, Hamburg & Antwerp:
" Sachsen.....18th Mar.	S.S. "Sillesia".....2nd Feb.
" C. Ferd. Loebe.....3rd Apl.	For Havre, Rotterdam & Hamburg:
	S.S. "Sambia".....3rd Feb.
	For Rotterdam, Hamburg & Antwerp:
	S.S. "Saxonia".....16th Feb.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office. [966]

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	4000	S. Crosby	Manila, Alangarin, Iloilo and Cebu.	SATURDAY, 30th Dec., 4 p.m.
ZAFIRO.....	4000	M. C. Smith	Manila, Alangarin, Iloilo and Cebu.	WEDNESDAY, 10th Jan., 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 20th December, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.
Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
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For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911. [1093]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilwong.....	JAVA	1st half Jan.	JAPAN	1st half Jan.
Tjitaroen.....	JAPAN	1st half Jan.	JAVA	1st half Jan.
Tjibodas.....	SHANGHAI	1st half Jan.	JAVA	1st half Jan.
Tjipanas.....	JAVA	1st half Jan.	JAPAN	2nd half Jan.
Tjilatjap.....	JAVA	2nd half Jan.	SHANGHAI	2nd half Jan.
Tjimanokk.....	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tjimahi.....	JAVA	1st half Mar.	JAVA	1st half Mar.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375. York Buildings. [97]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Tenyo Maru".....	21,000	F. Bent	Dec. 29th, Noon.
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Jan. 19th, Noon.
S.S. "Chiyu Maru".....	21,000	W. W. Green	Feb. 16th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The triple screw steamer TENYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, the 29th December, at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
---------	------	-----------------

Kiyo Maru.....17,500.....Tuesday, Feb. 13, Noon.

Bayo Maru.....10,500.....Tuesday, April 3, Noon.

Hongkong Maru.....11,000.....Friday, June 7, Noon.

The steamer "KIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, the 29th December, at Noon.

For further particulars as to Passage and Freight apply to—
K. MATSUDA, Agent,
KING'S BUILDING (opposite Blake Pier).

LOG BOOK.

Effective Wrecking.

"No other business in the world is so poorly managed as the wrecking business," said Mr. John Arbuckle, of New York, during his visit to Paris. Mr. Arbuckle is the head of the Arbuckle Wrecking Company. He is now in Europe trying to effect an understanding among leading shipping companies in order to place the business on an effective basis.

He continued: "When a vessel is on the rocks, saving ships should go to her at once, without any delay caused by an effort to reach an agreement regarding the cost. What if fromon stopped to discuss the reward which they will receive before going to a fire? The time usually elapsing between the date of an accident and that on which the saving ship arrives causes the loss of many ships which would have been saved had help responded promptly.

"After studying this question thoroughly I founded the Arbuckle Wrecking Company, which in the last two years has saved many ships which had practically been given up as lost. We have a number of recently issued patents, the most important of which is on a new compressed-air method of keeping ships afloat after they have been rammed. The use of compressed air makes the vessels practically unsinkable. We have three wrecking boats fitted with the appliances necessary for the production of compressed air, and they are in constant readiness for action at a moment's notice. These boats are under the command of Mr. Witherspoon, our mechanical engineer, an expert on the subject of compressed air, and Captain James MacAllister, who gives his attention to nautical affairs.

"In Hamburg a few days ago I talked with Herr A. Ballin, the general manager of the Hamburg-American Line. He was much interested in our method and promised me that he will call the attention of the German Emperor to it. I intend to wait upon the Lords of the Admiralty in London to see if my compressed-air method may not be adopted for use on British warships.

"In the last two years our Company has saved the Bavarian, a vessel of 12,000 tons; the Mount Temple, 10,000 tons; the U.S.S. Yankee, 8,000 tons; the Massachusetts, 4,000 tons; the U.S.S. Nero, 8,000 tons; the Superba, 6,000 tons, and many smaller vessels. The salvage of the Nero was particularly interesting in demonstrating the efficiency of our method. She had run on Briton Reefs during a fog and one-third of her bottom had disappeared. Had the ship been pulled off simply, she would have sunk at once, but by the use of compressed air we kept her afloat and towed her to New York, a distance of 180 miles. Other methods had been tried, but the most powerful pumps were inadequate to draw out the water.

"We are called upon frequently to save vessels after they have been abandoned by the largest wrecking companies and large sums of money have been spent in unsuccessful efforts to raise them. We could have raised the Maine for one-fifth the amount which was expended on her, but the authorities would not permit us to do it.

"Commander Marsh, who was aboard the U.S.S. Yankee when we saved her, secured for our Company the consent of the Navy Department to make a trial on the battleship North Carolina. We made this experiment recently. After one of the water-tight compartments had been filled with water we forced compressed air in through a small hole. Only ten minutes was required to empty the compartment.

"We also tested our method of repairing holes from the inside while the water is kept out by the use of compressed air. These trials were entirely successful, and through them we demonstrated that a system of pipes and gauges should be installed on every ship with a compressed air plant. By their use the vessel would be rendered practically unsinkable and the cost would be very small.

RUBBER SHARE VALUES.

An Annual Survey.

Messrs. Wright and Hornby have forwarded us the following Rubber Share Investment Circular received from their London agents:

In January last we issued a circular dealing with rubber shares and their prospects, and we think the present time, when prices have fallen to a low level, an opportune one for bringing the subject matter more up to date.

The points we then made still hold good and will bear repetition. That rubber planting is a flourishing and lasting industry goes without saying. That being so, it is only natural that it should be a favourite medium for the investment of capital, considering the excellent returns which are obtainable after making due allowance for the somewhat speculative character of the industry.

But during the last few months the market has been suffering from neglect and a variety of adverse influences, not necessarily having any direct connection with the industry itself, with the result that prices have fallen heavily. In our opinion, in many cases they now stand at attractive levels. In the case of Gold mines, the more gold won the more the value of the property is depleted, but not so with rubber. The older a tree becomes the more rubber it produces—that is, given capable management and normal conditions. This is an important factor to be kept in mind, as the steadily increasing value of the property, apart altogether from fresh areas coming into bearing, acts as a set-off to any decline which may take place in the price of the raw material. The price of the raw material has fallen considerably from the high-water mark reached in 1910, and is now about the level which was generally anticipated by experts. It may still experience temporary advances from time to time, but that it will ultimately come down to a level which will give only a fair basis of profit is generally expected. There is, however, every reason to anticipate a minimum price of about 3s. per lb. for, at any rate, some years to come, because at that point the collection of the Brazilian product would barely pay, and other sources of wild supply would also fall out, leaving Plantation Borneo practically alone in the field. And it will be a considerable time before the output of Plantation Rubber is equal to the world's demand, which is steadily increasing, and which must receive a great impetus in the event of the price falling to that level. Shares may be divided into three groups, viz.:

1st.—Those of the older-established companies which are now paying handsome dividends and which as a consequence stand at very high premiums.

2nd.—Those of companies which have but recently entered the producing stage and are at comparatively low premiums.

3rd.—Those of companies which have just started producing or will not be producing for a year or two and stand at or near par.

The first group has been, and continues to be, the leading favourite among investors, but we are of opinion that selections from the other groups would probably pay the investor better in the long run.

COMMERCIAL.

Bullion.

Messrs. Samuel Montagu & Co.'s weekly circular dated London, November 30, states that nearly a million sterling of bar gold arrived; in the absence of any external demand, other than £97,000 for India, the bulk of the arrivals will be sent into the Bank of England as it leaves the refiners' hands. During the week the net influx was £523,000.

A shipment of gold, about £125,000, has been made from China. This is not believed to be a Banking operation. It is most likely that the Dynasty is taking the precaution of placing a portion of its treasure beyond the reach of interference.

Writing about silver the circular says that the difference between the speculative value set on cash silver just now and the parity with India and China the true basis of the market is not less than 1.1-2 per cent. This shows the ease with which the cash price can fall the moment that the force of the speculative demand abates.

The idea in India three weeks ago was that the bears would be caught short of about £700,000. The total will doubtless prove to be less.

A reduction of 1-4 of a cross is reported in the total of silver rupees held in the Indian Treasury Reserve; the holding of gold and gold securities is just about double that held a year ago.

The total stock in Shanghai was telegraphed on November 29 as 283.1-2 lacs of taels, that is 31.1-2 lacs or about £390,000 less than on November 7.

Messrs. Mocatta and Goldsmid's weekly circular dated London, December 1, states that the difference between the quotation for spot and forward silver, which has of late been of unusual interest, has fluctuated considerably, varying between 1.2d. and 1.8d. per oz., but the inclination has been for it to narrow, supplies being more plentiful and the "Bear" covering order being less pressing. Forward buying orders too from China have helped to diminish the difference, the Shanghai Exchange being nearer in touch with silver than it has been for some time. The general outlook of the market still remains very uncertain, inasmuch as the basis on which the large Bull speculators have built their hopes, remains obscure, and the question as to what is to become of the huge stocks held by them is always before us. For the moment, however, the market seems steady, and if China continues to buy silver moderately, no decided change need be looked for the present.

On November 29, the members of the special "Protest" League, formed to protest against the so-called "Servant Tax" in the Insurance Bill, held a great meeting in the Royal Albert Hall, London, when 12,000 mistresses and servants packed the building and fully 10,000 more were unable to get in. Such an assembly had never before been seen. Albeit somewhat uproarious, the meeting was very enthusiastic, and the resolutions of protest were carried almost unanimously. The servant girls seized every point, and interjected many apposite remarks as the speakers proceeded. It was evident that they relished one speaker's reference to the appointment of the Chairman of the Commissioners under the Bill—a measure which he declared would be more appropriately described as a Bill to relieve the Government of Sir Robert Morant (who has been Permanent Secretary to the Board of Education since 1903). That gentleman, he added, had broken three Ministers of Education—Mr. Birrell, Mr. McKenna, and Mr. Runciman—and it was now proposed to hand over the working people of this country to his tender mercies.

SHARE REPORT.

S-SELLERS. SA-SALE. B-BUYERS.

STOCKS & BOND VALUES	CLOSING	LAST DIVIDEND DATE
BANKS	Prices	
Hongkong & Shanghai	\$125	Interim dividend of £2 per share at exchange 1/10 1/2
National Bank	\$10	—£2.22 for 1 year ending 30th June 1911
China Bank	\$10	In Liquidation
North China	\$10	£16 for 1910
Union	\$100	Interim of 10/- for 1910
Yangtze	\$50	Final of £20 making £50 for 1909 and Interim of £30 for 1910
China Fire	\$20	£12 for 1909 and Int. of £3 on account of 1910
Hongkong Fire	\$20	£7 & 1/2 of £2 for 1910
China & Man	\$20	£27 for 1909
China & Man	\$20	£1 for 1906
China & Man	\$20	£3 p.a. for year ending 30-6-11
China & Man	\$20	Dividend of £1 (on old) year ending 30-6-11
China & Man	\$20	8% final making 4% for 1908 & 4% for 1909
China & Man	\$20	on preferred shares
China & Man	\$20	1/2 per share (on old) No 15 2/6 per share (on new) No 16 for 1910
China & Man	\$20	Div. 7 p. a. for year ending 30-6-11
China & Man	\$20	£10 for 1910
China & Man	\$20	£3 for 1887
China & Man	\$20	Interim of 1/- on account for year ending 31-12-11 (Coupon No. 15)
China & Man	\$20	1s. 2d. per share on 150,000
China & Man	\$20	£3 for year ending 31-12-10
China & Man	\$20	£1 interim dividend for year to 30th June 1911
China & Man	\$20	Tls. 2 1/2 for 1910
China & Man	\$20	Final of Tls. 1 1/2 for 1910
China & Man	\$20	Tls. 6 2 1/2 for 1910
China & Man	\$20	£3 on old shares, £1.50 on new shares for half year 31-12-10
China & Man	\$20	Interim div. of £3 for 1911
China & Man	\$20	45 cents for 1910
China & Man	\$20	£2 1/2 for 1910
China & Man	\$20	5% for half year to 30-6-11
China & Man	\$20	Interim div. of £2 for 1911
China & Man	\$20	15 p. a. for 1910
China & Man	\$20	Tls. 10 for year ending 31-10-10
China & Man	\$20	Tls. 7 for year ending 20-12-10
China & Man	\$20	50 cents for 1908
China & Man	\$20	£1 for 1910
China & Man	\$20	80 cents for 1910
China & Man	\$20	£1.25 for year ending 31-7-11
China & Man	\$20	Interim of 15 cents per share for 1910
China & Man	\$20	£1.20 per share and 1/2 of 10 cents
China & Man	\$20	£2 interim for half year ended 30th June 1911
China & Man	\$20	£1 interim account 1911
China & Man	\$20	(Special bonus Tls. 15-1-11
China & Man	\$20	Interim div. Tls. 15-8-11
China & Man	\$20	Interim div. Tls. 15-8-11
China & Man	\$20	Interim div. Tls. 15-8-11
China & Man	\$20	None
China & Man	\$20	80 cents on fully paid shares and 8 cents on £1 paid shares for year ending 30-4-11
China & Man	\$20	None
China & Man	\$20	£1.50 for 1910
China & Man	\$20	First year
China & Man	\$20	No dividend this year
China & Man	\$20	50 cts. for year ending 30-6-11
China & Man	\$20	15 per cent. per ordinary share for year ending 31-6-1911
China & Man	\$20	5 per cent. for year ending 31-12-1910
China & Man	\$20	10 per cent. for year ending 31-7-10
China & Man	\$20	80 cents for 1910

Corrected to 3 p.m. December 27, 1911, by WRIGHT AND HORNBY, Share & Bond Brokers, Queen's Building, Tel. address: Reclined.
"The Telegraph" does not hold itself responsible for any of the above quotations.

Exchange

Selling:	Buying:
T/T Demand..... 1/10 1/2	1/10 1/2
80 d/s..... 1/10 1/2	1/10 1/2
60 d/s..... 1/10 1/2	1/10 1/2
T/T Shanghai..... 1/10 1/2	1/10 1/2
T/T Singapore..... 1/10 1/2	1/10 1/2
T/T Japan..... 1/10 1/2	1/10 1/2
T/T India..... 1/10 1/2	1/10 1/2
T/T Demand India..... 1/10 1/2	1/10 1/2
T/T San Francisco and New York..... 1/10 1/2	1/10 1/2
T/T Java..... 1/10 1/2	1/10 1/2
T/T Manila..... 1/10 1/2	1/10 1/2
T/T France..... 1/10 1/2	1/10 1/2

Buying:	Selling:
4 m/s. L/C..... 1/10 1/2	1/10 1/2
4 m/s. P/P..... 1/10 1/2	1/10 1/2
4 m/s. L/C..... 1/10 1/2	1/10 1/2
4 m/s. Sydney & Melbourne..... 1/10 1/2	1/10 1/2
4 m/s. San Francisco & New York..... 1/10 1/2	1/10 1/2
4 m/s. Marks..... 1/10 1/2	1/10 1/2
4 m/s. France..... 1/10 1/2	1/10 1/2
4 m/s. do..... 1/10 1/2	1/10 1/2
Bar Silver, ready..... 1/10 1/2	1/10 1/2
forward..... 1/10 1/2	1/10 1/2
Bank of England rate..... 1/10 1/2	1/10 1/2
Swiss rate..... 1/10 1/2	1/10 1/2

Week Days:	Night Cabs:
7.30 a.m. to 9.00 a.m. Every 15 min.	11.30 p.m. to 1.00 a.m. Every 15 min.
9.15 a.m. to 10.00 a.m. " 10 min.	1.15 a.m. to 2.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.	2.00 a.m. to 3.00 a.m. " 15 min.
11.00 a.m. to 12.15 p.m. " 10 min.	3.00 a.m. to 4.00 a.m. " 10 min.
12.15 p.m. to 1.15 p.m. " 10 min.	4.00 a.m. to 5.00 a.m. " 10 min.
1.15 p.m. to 2.15 p.m. " 10 min.	5.00 a.m. to 6.00 a.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.	6.00 p.m. to 7.00 p.m. " 15 min.
3.00 p.m. to 4.00 p.m. " 10 min.	7.00 p.m. to 8.10 p.m. " 10 min.
4.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.	
SUNDAYS:	
7.30 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.15 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 6.00 p.m. " 15 min.	
3.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	
NIGHT CABS ON WEEK DAYS, SATURDAYS, SUNDAYS.	
Extra Cabs at 11.45 p.m.	
SPECIAL CABS.	
Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.	
JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 3rd Nov., 1911.	

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
(CAPITAL PAID UP...£1,250,000.)
Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System (Rates and Particulars on application).
THE OFFICE OF TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c., SHEWAN, TOMES & CO. General Managers, Hongkong, 19th March, 1908.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
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THE OFFICE OF TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c., SHEWAN, TOMES & CO. General Managers, Hongkong, 19th March, 1908.

SUN GLASSES.
Any tint made to any prescription. No charge for testing sight. repairs of all descriptions made by competent workmen.
N. LAZARUS, Ophthalmic Optician, 14, d'Aguiar Street, Hongkong.
Hongkong, 24th July, 1911. [29]

SHIPBUILDERS, SALVORS, AND REPAIRERS. BOILERMAKERS. FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTORS, ELECTRICAL AND MECHANICAL ENGINEERS.
Messrs. Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.
50-ton Hydraulic TESTING MACHINERY for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
RAVING DOCK 37ft. by 88ft. by 34ft. 6 in. Pumps empty Dock in 3-4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON JOIST—ELECTRIC OVERHEAD CRANES THROUGHOUT the Works, RANGLING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery, structural Work.
AGENTS AND ADMINS: BUTTERFIELD & SWIRE, HONGKONG, CHINA.

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION
PAID-UP CAPITAL.....£1,000,000
RESERVE FUNDS.....£1,000,000
Dividend 1910.....£1,000,000
Dividend 1911.....£1,000,000
Dividend 1912.....£1,000,000
Dividend 1913.....£1,000,000
Dividend 1914.....£1,000,000
Dividend 1915.....£1,000,000
Dividend 1916.....£1,000,000
Dividend 1917.....£1,000,000
Dividend 1918.....£1,000,000
Dividend 1919.....£1,000,000
Dividend 1920.....£1,000,000
Dividend 1921.....£1,000,000
Dividend 1922.....£1,000,000
Dividend 1923.....£1,000,000
Dividend 1924.....£1,000,000
Dividend 1925.....£1,000,000
Dividend 1926.....£1,000,000
Dividend 1927.....£1,000,000
Dividend 1928.....£1,000,000
Dividend 1929.....£1,000,000
Dividend 1930.....£1,000,000
Dividend 1931.....£1,000,000
Dividend 1932.....£1,000,000
Dividend 1933.....£1,000,000
Dividend 1934.....£1,000,000
Dividend 1935.....£1,000,000
Dividend 1936.....£1,000,000
Dividend 1937.....£1,000,000
Dividend 1938.....£1,000,000
Dividend 1939.....£1,000,000
Dividend 1940.....£1,000,000
Dividend 1941.....£1,000,000
Dividend 1942.....£1,000,000
Dividend 1943.....£1,000,000
Dividend 1944.....£1,000,000
Dividend 1945.....£1,000,000
Dividend 1946.....£1,000,000
Dividend 1947.....£1,000,000
Dividend 1948.....£1,000,000
Dividend 1949.....£1,000,000
Dividend 1950.....£1,000,000
Dividend 1951.....£1,000,000
Dividend 1952.....£1,000,000
Dividend 1953.....£1,000,000
Dividend 1954.....£1,000,000
Dividend 1955.....£1,000,000
Dividend 1956.....£1,000,000
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Dividend 1962.....£1,000,000
Dividend 1963.....£1,000,000
Dividend 1964.....£1,000,000
Dividend 1965.....£1,000,000
Dividend 1966.....£1,000,000
Dividend 1967.....£1,000,000
Dividend 1968.....£1,000,000
Dividend 1969.....£1,000,000
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Dividend 1978.....£1,000,000
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Dividend 1986.....£1,000,000
Dividend 1987.....£1,000,000
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Dividend 1990.....£1,000,000
Dividend 1991.....£1,000,000
Dividend 1992.....£1,000,000
Dividend 1993.....£1,000,000
Dividend 1994.....£1,000,000
Dividend 1995.....£1,000,000
Dividend 1996.....£1,000,000
Dividend 1997.....£1,000,000
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Dividend 1999.....£1,000,000
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Dividend 2004.....£1,000,000
Dividend 2005.....£1,000,000
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Dividend 2009.....£1,000,000
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Dividend 2011.....£1,000,000
Dividend 2012.....£1,000,000
Dividend 2013.....£1,000,000
Dividend 2014.....£1,000,000
Dividend 2015.....£1,000,000
Dividend 2016.....£1,000,000
Dividend 2017.....£1,000,000
Dividend 2018.....£1,000,000
Dividend 2019.....£1,000,000
Dividend 2020.....£1,000,000
Dividend 2021.....£1,000,000
Dividend 2022.....£1,000,000
Dividend 2023.....£1,000,000
Dividend 2024.....£1,000,000
Dividend 2025.....£1,000,000
Dividend 2026.....£1,000,000
Dividend 2027.....£1,000,000
Dividend 2028.....£1,000,000
Dividend 2029.....£1,000,000
Dividend 2030.....£1,000,000
Dividend 2031.....£1,000,000
Dividend 2032.....£1,000,000
Dividend 2033.....£1,000,000
Dividend 2034.....£1,000,000
Dividend 2035.....£1,000,000
Dividend 2036.....£1,000,000
Dividend 2037.....£1,000,000
Dividend 2038.....£1,000,000
Dividend 2039.....£1,000,000
Dividend 2040.....£1,000,000
Dividend 2041.....£1,000,000
Dividend 2042.....£1,000,000
Dividend 2043.....£1,000,000
Dividend 2044.....£1,000,000
Dividend 2045.....£1,000,000
Dividend 2046.....£1,000,000
Dividend 2047.....£1,000,000
Dividend 2048.....£1,000,000
Dividend 2049.....£1,000,000
Dividend 2050.....£1,000,000
Dividend 2051.....£1,000,000
Dividend 2052.....£1,000,000
Dividend 2053.....£1,000,000
Dividend 2054.....£1,000,000
Dividend 2055.....£1,000,000
Dividend 2

Mails.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	AGENTS.
SHANGHAI	NYANNA	.....	.....
MOJI, KOBE	Capt. H. N. Rivers	.....	.....
YOKOHAMA		28th Dec.	Freight and Passage.

LONDON & ANT-
WERP v. STAM-
PAWING, C^{MO},
PORT SAID AND
MANILLES

SYRIA

Capt. R. A. Peters

About
10th Jan.

Freight and
Passage.

For Further Particulars, apply to

P. & O. S. N. Co.'s office,
Hongkong, 20th December, 1911.

R. A. HEWITT,
Superintendent.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS.	TO SAIL ON
SHANGHAI, NAGA- SAKI, KOBE and YOKOHAMA	" Bulow " 16,900 Capt. H. Formes:	About THURSDAY, 28th December.

ANGAUR, SAMARAI, "PAINE SIGISMUND" 6,000 { SATURDAY,
NEW GUINEA, BRIS- Capt. D. Lenz { 30th December,
BANE, SYDNEY & at 10 A.M.
MELBOURNE

Kobe & Yokohama { "PAINE WALDEN" 6,000 { About
Capt. H. Bremer { TUESDAY,
9th JAN., 1912.

KUDAT & SANDAKAN { "BONNE" 5,050 { Middle of
Capt. F. Seabill { January, 1912.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telex-Union.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 18th December, 1911. [7

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LTD.

Hongkong-South China Coast Ports.
Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 8 to 10 days.)

Haiyang ... Capt. J. W. Evans ... THURSDAY, 28th Dec., at 11 A.M.
 Hatching ... W. C. Passmore, FRIDAY, 29th Dec., at 11 A.M.
 Steamer will arrive at, and depart from the Co.'s Wharf near Blake Pier.
 For Freight and Passage, apply to
Douglas, Lapraik & Co.,
 General Managers.
 795]

STEAMSHIP CO., LIMITED.
Mail Service to Australia.

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EMPIRE.....		Saturday, Jan. 5
ST. ALBANS.....	12th Jan.	" Feb. 9
EASTERN.....	10th Feb.	" Mar. 2
LDENHAM.....	28th Mar.	" Mar. 16

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents, 10, Market Street.

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